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# JONES FRANKLIN / WESTERN / HILLSBOROUGH

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## SMALL AREA STUDY

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CITY OF RALEIGH DEPARTMENT OF CITY PLANNING — RALEIGH URBAN DESIGN CENTER

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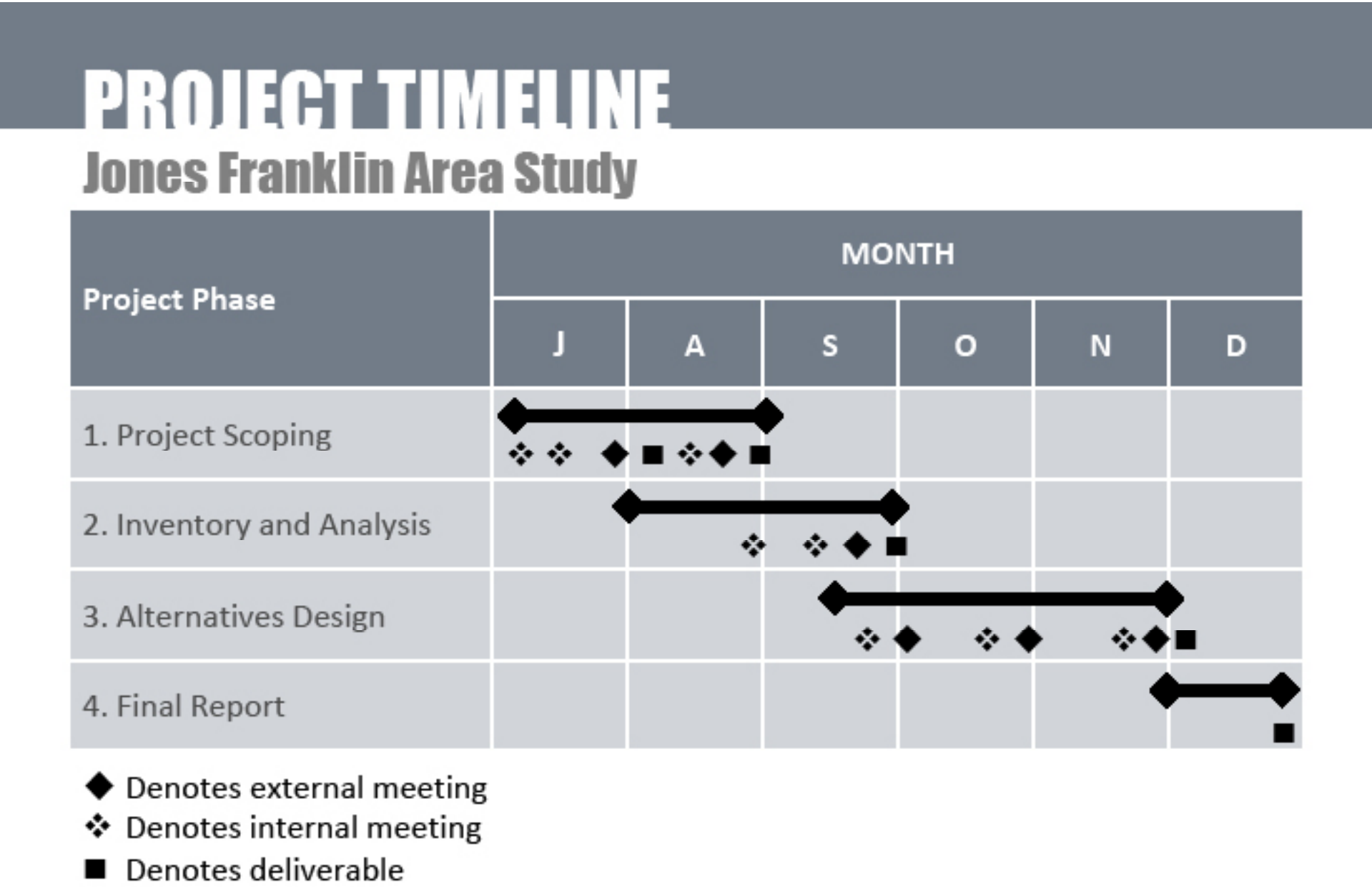
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Study Purpose

Over the course of approximately 6 months, the Department of City Planning, lead by the Urban Design Center, will conduct a study to investigate existing character and future development goals of an area of Southwest Raleigh—specifically, the vicinity around the Jones Franklin Road, Western Boulevard, and Hillsborough Street intersections.

This area is indicated as a white space on the 2030 Comprehensive Plan and as such has no land use classifications assigned to it in the Future Land Use Map. In an effort to provide predictable expectations of how the immediate vicinity and surrounding area should be developed, City staff from various departments will work together to engage the public and generate recommendations for improvements to the area.

The study will focus on areas such as: land use, zoning, transportation, open space, the desired character of the area, and may identify locations with redevelopment potential. The study will also examine potential impacts and influences from outside the study boundaries to ensure the most complete study possible.



DRAFT 9/16/10



### How to use this document

This Briefing Book is intended to provide the background information pertinent to the planning study.

This inventory contains basic information regarding the intent and process of an Area Study along with character photographs, maps depicting physical characteristics, local demographic information and parcel data for the area. It is intended to provide the project team and stakeholders with the information necessary to make informed decisions and to participate in meaningful dialogue around the issues affecting the study area.

The briefing book does not contain a list of issues, analysis of data, or recommendations for physical improvements for the study area. A Report which incorporates analysis of the data will be generated later in the Area Study process.

### What is an Area Study?

Area studies are intended to provide detailed information and solutions to guide the future physical and regulatory characteristics for particular areas of a city.

In the City of Raleigh, the 2030 Comprehensive Plan is the long range policy document which establishes a vision for the City, provides policy guidance for growth and development, and contains action items directed at the City to implement the vision. The previous comprehensive plan, adopted in 1989, was retired with the adoption of the 2030 Comprehensive Plan on October 7, 2009.

The 2030 Comprehensive Plan is divided into four major sections: the Introduction and Framework, The Plan Elements, the Area Plans and Implementation and contains a number of framing maps that serve to further inform and illustrate the Plan text. The Growth Framework Map provides a vision for growth management. The Future Land Use Map provides guidance for future development. The Arterials, Thoroughfares and Collector Streets Map illustrates the various levels of the street network system. The Greenprint Map highlights environmentally sensitive areas throughout the City.

During the adoption of the Comprehensive Plan, certain areas were designated as “special study areas” on the Future Land Use Map. These special study areas

are unique in nature and require further study to provide detailed guidance. These special study areas contain no land use guidance on the future land use map. Any land use guidance would be derived from the 1989 Comprehensive Plan. Inconsistencies can arise where the vision and policies found in the 2030 Plan differ from those found in older 1989 plan.

### What are the goals of an Area Study?

When a particular area within the city limits is identified as a location that requires additional study, City Council directs Planning staff to initiate an Area Study to clarify, provide further detail, or to provide more in-depth analysis of the implications of proposed policy changes to an area.

Generally, the goals of an Area Study seek to:

- Involve the community in developing a long-term vision for that area
- Define policies and actions that will guide how the area should be maintained or changed in the future
- Identify future land uses in an overall community wide context
- Recommend future infrastructure improvements to sidewalks and the street network
- Provide urban design guidance
- Provide implementation guidance for private and public investments and strategies that should be pursued to realize the vision for the area

An area study will lead to a series of recommendations which will be presented to City Council. The recommendations of an Area Study may take the form of:

- Land Use amendments
- Zoning amendments
- Plans for Open Space
- Updates to the Arterials, Thoroughfares and Collector Streets Map
- Updates to the Greenway Map
- Future Transportation Studies & Projects
- Capital Projects
- Renderings and Sketches depicting urban design guidelines for the area
- Items requiring further study

DRAFT 9/16/10



**What is the difference between the land use recommendation and zoning in an Area Study?**

For the Jones Franklin Area Study, the main goal of the study is to develop a land use recommendation which will be incorporated into the Future Land Use Map as an amendment to the 2030 Comprehensive Plan. The land use guidance identified in the study can inform any future zoning districts applied to the area. The land use guidance is policy guidance, while any future zoning action would be regulatory.

The Area Study will be presented to City Council as information to aid in the decision for a Comprehensive Plan amendment related to land uses. Additionally, zoning recommendations along with other proposals may be presented.

The Area Study and its land use recommendations are considered to be policy documents. They address land use issues and define how land should be used in the future. The future land uses adopted as part of the area study are policy, not regulatory.

The zoning designations which may be included in the Area Study recommendations are **legal requirements** that determine how parcels of land may be used. When property owners want to develop or use their property in ways that do not conform to their current zoning regulation, they must apply for a change in their zoning classification, also referred to as a rezoning. The future land use map provides guidance during a rezoning.

Zoning regulations and the rezoning process are often a key part of implementing area plans and area studies. When the result of an Area Study includes recommendations to change zoning, a City-initiated rezoning process would begin after the recommendations are approved.

**What is the difference between existing land use and the currently adopted Future Land Use Map?**

Existing land use refers to how property is currently developed and used. Through the use of color-coded categories, it tells the story of what types of businesses and uses are currently located within a given area. Categories include: Residential, Retail, Office, Institutional, Parks, Industrial, and Mixed Use, among others.

The future land use map specifies the general character, distribution, and intensity of recommended and planned land use for Raleigh in 2030, the horizon year of the Comprehensive Plan. The future land use categories (including Low-, Moderate-, Medium-, and High-Density Residential; Neighborhood-, Community-, and Regional-Mixed-Use; and Central Business District, among others), depict what the City has determined to be most appropriate use for a parcel in the future. The future land use map is a generalized depiction of intended uses for the future but in many cases future uses in an area may be the same as those that exist today.

The future land use map provides the geographic framework to guide the City's land use policies and development decisions. Together with the Comprehensive Plan text, this map is used to help determine whether proposed changes to zoning— both text and map amendments— are consistent with the Comprehensive Plan.

While the Future Land Use Map will influence future zoning, it does not alter current zoning or affect the right of property owners to use the land for its purpose as zoned at the time of the Comprehensive Plan's adoption. The Future Land Use Map will not be referenced as part of site plan review.



DRAFT 9/16/10

Introduction

The Jones Franklin Area is in the Southwest Planning District within the City of Raleigh. The study area is bound on the north by the railroad corridor and tracks, on the west by the Hillsborough Street bridge over Western Avenue, on the south by the parcel including the Plaza West Shopping Center, and on the west by intersection/ merge where Hillsborough ends at Western Boulevard.

The general tenor of development is low-rise, auto-oriented commercial/retail businesses.

No City-owned or vacant parcels have been identified within study boundary.

Local identifiers, or landmarks, include:

- Asbury Chapel on the southwest corner of Jones Franklin Road and Western Boulevard
- Plaza West Shopping Center on the southeast corner of the Jones Franklin/ Road and Western Boulevard intersection, where the Harris Teeter serves as an anchor
- Rail trestle bridge over Hillsborough at the northeast extent of the study area

Physical Measurements		
Study Area Boundary		76.32 acres
Parcel area		44.15 acres
ROW area		32.17 acres
Impervious surface area (exclusive of ROW)		28.01 acres (1,219,977 sf)
% Impervious (exclusive of ROW)		37%
Linear Feet of Sidewalk		3,850
Linear Feet of Bicycle Lanes, Sharrows, etc		0
Linear Feet of Multi-Use Path		780
Gross Density Indicators		
Residential Density (DU/Acre) (Hunter's Glen Apartments)		13.2
Population density in persons/acre (for corresponding TAZ's, 2005 data)		3,010
Employment density in persons/acre (for corresponding TAZ's, 2005 data)		1,686
Intensity/ Density of Use Indicators		
Typical FAR		0.16 – 0.26
Square Footage Non-Residential Uses		195,057
	Commercial	116,113
	Office	16,533
	Warehouse	58,730
	Institutional (Church)	3,681
Square Footage of Residential Uses		225,321
Average Building Height Commercial (stories)		1
Average Building Height Residential (stories)		2
Mix of Uses	%Residential	54%
	% Non-residential	46%

Parking	
Number of Off-Street Parking Spaces (to be verified)	482 not including Hunter's Glen Apts
Number of On-Street Parking Spaces	0
Community Indicators measured at ½ mi radius from Jones Franklin and Western intersection	
Number of basic services (banks, services, restaurants – only 1 fast food allowed for count, stores)	8
Intersections per area	38
Number of Cul-de-sacs	10
Average Block length in feet	754
Average Cul-de-sac length in feet	574
Number of Bus Stops (CAT, C-Tran, Wolfline)	23 (13 CAT, 9 TTA, and 1 C-Tran)
Number of Bus Stops in a ¼ mile radius (CAT, C-Tran, Wolfline)	12 (6 CAT, 5 TTA, 1 C-Tran)

DRAFT 9/16/10

Background

Various studies and reports which reference the area within the Jones Franklin Area Study boundaries have been included in a series of attachments (if available; otherwise they are summarized herein).

Previous study of the area has focused on:

- **Arena Small Area Plan (2001)**—This Small Area Plan generated by the Lawrence Group in 2001, was incorporated in the 2030 Comprehensive Plan as one of 22 Area Plans. The area plan boundary generally includes the portion of the current study north of Western Boulevard.
- Key recommendations in this Area Plan in the vicinity of the current study included:
  - A low-speed boulevard, with general multi-use paths, and large tree canopy planted in the median for the design of the Edwards Mill Extension.
  - An abandonment of the freeway-style flyover design for the Edward’s Mill extension
  - Alteration to Chapel Hill Road to include a four-lane boulevard section with sidewalks, street trees, curb, and landscape median throughout its length
- **Station Area Opportunities, Next Steps for the Regional Rail Corridor Market Study, Triangle Transit Authority (2003)**—Prepared in the spring of 2003 by Basil Baumann Prost and Associates (BBP Associates) for Triangle Transit Authority, this report provided detailed study and analysis of transit-oriented development (TOD) opportunities at the previously proposed regional rail station locations. Additionally, it provided public and private sector development tools and policies to encourage TOD’s. Although the current study of the Jones Franklin area was not included in the original BBP Associates’ report, it is located mid-way between two proposed rail station areas.

The analysis of the West Raleigh and Fairgrounds stations provides insight into potential development scenarios for the Jones Franklin Area.

For the West Raleigh Station area, recommendations include:

- Joint development scenarios (public/private partnerships) of mid- to high-density residential projects
- An overall mix of 80% residential and 20% commercial development for the area
- A program of 240 dwelling units and 87,000 square feet of commercial space within the station area at a site along Chapel Hill Road within one quarter mile of the proposed rail station
- A program of 700 dwelling units and 255,000 square feet of commercial adjacent to the rail station

Additionally, it is noted that the station location had significant private sector investment and support and that the area had a high potential for joint development opportunities.

For the Fairgrounds Station area, recommendations include:

- Joint development scenarios (public/private partnerships) of mid- to high-density residential projects
- An overall mix of 60 - 70% residential and 40 - 30% commercial development for the area
- A program of 80 dwelling units and 50,000 square feet of commercial space south of the Westover neighborhood in the Westover retail area
- A program of 600 dwelling units and 600,000 square feet of commercial space at a site adjacent to the proposed rail station
- A program of 250 dwelling units and 240,000 square feet of commercial space for a site within one quarter mile of the proposed rail station

It was noted that the area had a strong market for residential and office space but relatively weak expectations for retail development.



DRAFT 9/16/10





Also included in the report are a series of implementation strategies to encourage transit-supportive development around stations. The tools presented by the consultant include:

- Modification of policies to allow for higher intensities and mixed-uses and the adoption of a Transit Overlay District to regulate development in station areas
  - Incentivizing development
  - Density bonuses
  - Favorable permit review procedures
  - Public sector facilities and infrastructure
  - Transfer of development rights
  - Land assembly by the public sector
- Formation of Public/Private partnerships, including the creation of a combination Business Improvement District/ Transportation Management Association entity (BID/TMA)
- **Southwest District Plan Economic Development Report (2005)** This report was prepared for the City of Raleigh in December of 2005 by Warren & Associates to address economic development and real estate market issues impacting the Southwest Planning District. The report provides case studies of neighborhood stabilization and economic development strategies used successfully in other cities and assessed the applicability of these strategies to three “opportunity areas” (Penmarc, Mission Valley, and the Fairgrounds station area).

The report does not focus on the immediate area within the current study’s boundaries, but many of the recommendations presented in the report may be applicable to current concerns within the Jones Franklin study area. The strategies identified within the report include:

- Public Sector Strategies
  - Construction of new streets and realignment and extension of existing streets
  - Intersection realignment(s) to increase connectivity and improve walkability
  - Assemblage of properties

- Neighborhood stabilization strategies
  - Community Development Corporation (CDC)
  - Neighborhood Investment District
  - Code Enforcement
  - Expedited Entitlement
  - Special Tax District
  - Tax Increment Financing
  - Public Infrastructure Grant/Bond

#### 2030 Comprehensive Plan—Area Plan (2009)—

Area Plans were created as part of the 1989 Comprehensive Plan to address the unique issues specific to particular locations within the City of Raleigh. During the Comprehensive Plan update, all of the area plans were evaluated. Those which met certain criteria or contained guidelines and policies which could not be adequately expressed through the Future Land Use Map or citywide elements, were brought forward into the 2030 Comprehensive Plan as one of the 22 standalone Area Plans.

The 2003 Arena Small Area Plan was updated and included in the 2030 Comprehensive Plan completed in 2009. The original recommendations were revised to differentiate between **policies** and **actions**. The policies and actions were rewritten for greater clarity and ease of interpretation and are intended to preserve the intent of the original policy language.

The Arena Plan area is bounded on the north by Wade Avenue, on the east by the I-440 Beltline, on the south by Western Boulevard and Hillsborough Street, and on the west by I-40. It covers an area of approximately four square miles and intersects with the current Jones Franklin Area Study in the vicinity of the Jones Franklin and Western intersection. The area of overlap is bound on the north by the rail line and to the east by the Hillsborough St underpass at the railroad bridge. The entire area of overlap between the Arena Small Area Plan and the Jones Franklin Area Study is designated as a “Streetscape Project Area” in the 2030 Comprehensive Plan.

DRAFT 9/16/10



Policies which affect the current study include:

- **Policy AP-A 11: Buffering Arena Area Neighborhoods**

New development adjacent to neighborhoods in the Arena area, including nonresidential and high-density residential uses, should include buffers and stepping down of land development intensity to protect these lower density enclaves.

- **Policy AP-A 12: Housing North of Chapel Hill Road**

Additional single family development north of Chapel Hill Road should be confined to completing the existing residential street system in the Nowell Point area. Additional new low-density, single-family development north of Chapel Hill Road is inappropriate.

- **Policy AP-A 13: Chapel Hill Road Street Connections**

Any street connection to Chapel Hill Road should be built in a manner to maintain the residential character of the neighborhood.

- **Policy AP-A 19: Western-Jones Franklin Western Boulevard-Jones Franklin Road Mixed-use Center**

Currently there are several small retail uses in the northern portion of this focus area. This area should develop more intensely as retail, with an emphasis on combining small land parcels, improving access, appearance, and pedestrian orientation.

- **Policy AP-A 20: Hillsborough-Chapel Hill-NCRR Hillsborough Street-Chapel Hill Road-NC Railroad Corridor**

Between Chapel Hill Road and the railroad, west of the Westover Neighborhood, redevelopment should be

largely multi-family interspersed with a dense grid of public streets to create a village atmosphere. Adjacent to the proposed West Raleigh Triangle Transit station is the State Surplus Property Office, which could be redeveloped as a component of the transit-oriented urban village surrounding the regional rail station.

- **Policy AP-A 22: Chapel Hill Road Design**

The design of Chapel Hill Road should take on a boulevard character in the vicinity of the West Raleigh transit station, where transit-oriented development is encouraged.

- **Policy AP-A 24: Reducing Surface Parking Impacts**

Every attempt should be made to make surface parking areas less dominant through plantings and buffers, and more efficient and better utilized to prevent the need for additional future parking. The large surface parking lots in the area should be designed to improve pedestrian access during events.

- **Policy AP-A 27: Maintaining an Evergreen Landscape**

Large groupings of native pines should be retained or planted to enhance the evergreen, wooded landscape that currently exists.

Of the three Actions presented two are of interest to the current study:

- **Action AP-A 1: Hillsborough Street Streetscape Improvements**

A City streetscape improvement project should be undertaken for the Hillsborough Street corridor from Blue Ridge Road to just west of the Hillsborough-Chapel Hill Road crossover. This project should be done in conjunction with roadway improvements and construction of the Triangle Transit stop in front of Dorton Arena.

- **Action AP-A 3: Arena Area Bus Line**

In an attempt to better serve special events with transit, a bus line is recommended to run up Youth Center Drive from the State Fairgrounds Triangle Transit station. The line should then access Carter-Finley Stadium, the Arena, and the Edwards Mill Road bus corridor. As the need arises, the route could continue westward and southward to serve development in the western portion of the plan area, and terminate at the West Raleigh regional rail stop. At least the portion of the route east of Edwards Mill Road should be planned as an eventual fixed guideway, that is, with the buses moving in their own dedicated right of way, with grade separation at Trinity Road. During events, Youth Center Drive may be closed to vehicular traffic except for bus transit and pedestrian access. A traffic signal may be required at the intersection of Youth Center and Trinity Roads to facilitate bus movement.



DRAFT 9/16/10



- **NCDOT Roadway Alignment/Bridge Replacement Project (ongoing)**

NCDOT proposes to replace the bridge on Hillsborough Street over Western Boulevard. This project, B-4656, replaces an aging bridge structure; realigns the Hillsborough and Western roadways to include an at-grade, signalized intersection in this location; and also includes pedestrian and bicycle amenities such as sidewalks/multi-use path and cross-walks. The current area study will coordinate with this project to ensure that there is a connection between land use and transportation investments.

Per the NCDOT website:

*“The bridge needs to be replaced due to its age, condition and maintenance costs. The bridge was built in 1952, and is deemed both structurally deficient and functionally obsolete. A bridge is structurally deficient when it has elements that need to be monitored and/or repaired. It does not mean that the bridge is unsafe, but the bridge must be monitored, inspected and either repaired or replaced at an appropriate time to maintain its structural integrity. A bridge is functionally obsolete when its layout no longer meets current standards for width, shoulders or rails”.*

The project is funded in the current 2009-2015 State Transportation Improvement Program, and is included in the draft 5-Year Work Program.

A newsletter from the NCDOT is included in the appendix of this report.

For more information on this project, please refer to the NCDOT website: [www.ncdot.gov](http://www.ncdot.gov).

Project Description: SR 1012 (WESTERN BOULEVARD). REMOVE BRIDGE NO. 492 AND RECONSTRUCT INTERSECTIONS.

STIP#: B-4656

- **Unified Development Ordinance (ongoing)**

The City of Raleigh is currently undertaking a process to develop a New Development Code, which will take the form of a Unified Development Ordinance (UDO). The goal of the New Code is to prepare development regulations that address contemporary development and zoning practices and are easily understood by administrators, the public, and the development community. The New Code will support goals and policies expressed in the 2030 Comprehensive Plan and implement related action items. Additionally, it will address all elements of the City’s zoning and subdivision ordinance in addition to other regulations cross referenced in the entire development ordinance and applicable policies.

The Department of City Planning is the lead agency overseeing the drafting of the New Code. A working group of key City departments will be providing input, background data, and oversight. The UDO Advisory Group comprised of 13 citizens appointed by the City Council, the Planning Commission, and City Council will convene for work sessions on the UDO proposal at key points of the process, and will participate in the refining of the New Code during the adoption process. Most importantly, citizens and stakeholders throughout the City will play a key role developing the content and direction of the New Code.

The Jones Franklin Area Study will coordinate with the UDO to ensure that recommendations generated during the project’s focus group meetings and design workshop are reasonable in the context of the larger picture of the zoning recommendations for the larger district.

The projects will have a series of “touch-points” where coordination will occur:

- Currently, the UDO project team is reviewing the modules drafted by the consultant and will begin a mapping exercise in August 2010. Project team members for the Jones Franklin Area Study are included in the module review and will play an active role in the mapping exercise.
- The Jones Franklin Area Study project will hold a design workshop in early October. Recommendations as a result of this workshop will likely include proposals on land use and zoning. A draft of the workshop findings will be presented to the UDO team.

DRAFT 9/16/10



- The UDO project team and consultants will prepare a draft zoning map (for the entire City) and consolidated draft of the modules for public review in December. Participants in the Jones Franklin Study will be encouraged to review these drafts.
- The final draft of the Jones Franklin Area Study report will be completed by the end of December. It will include a series of guiding policies, recommendations, and action items which are the result of focus group meetings with residents and property owners, a design workshop, and presentations to the West Citizens Advisory Council as well as being coordinated with the final draft of the UDO zoning map.



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**Legend**

 Jones Franklin Area

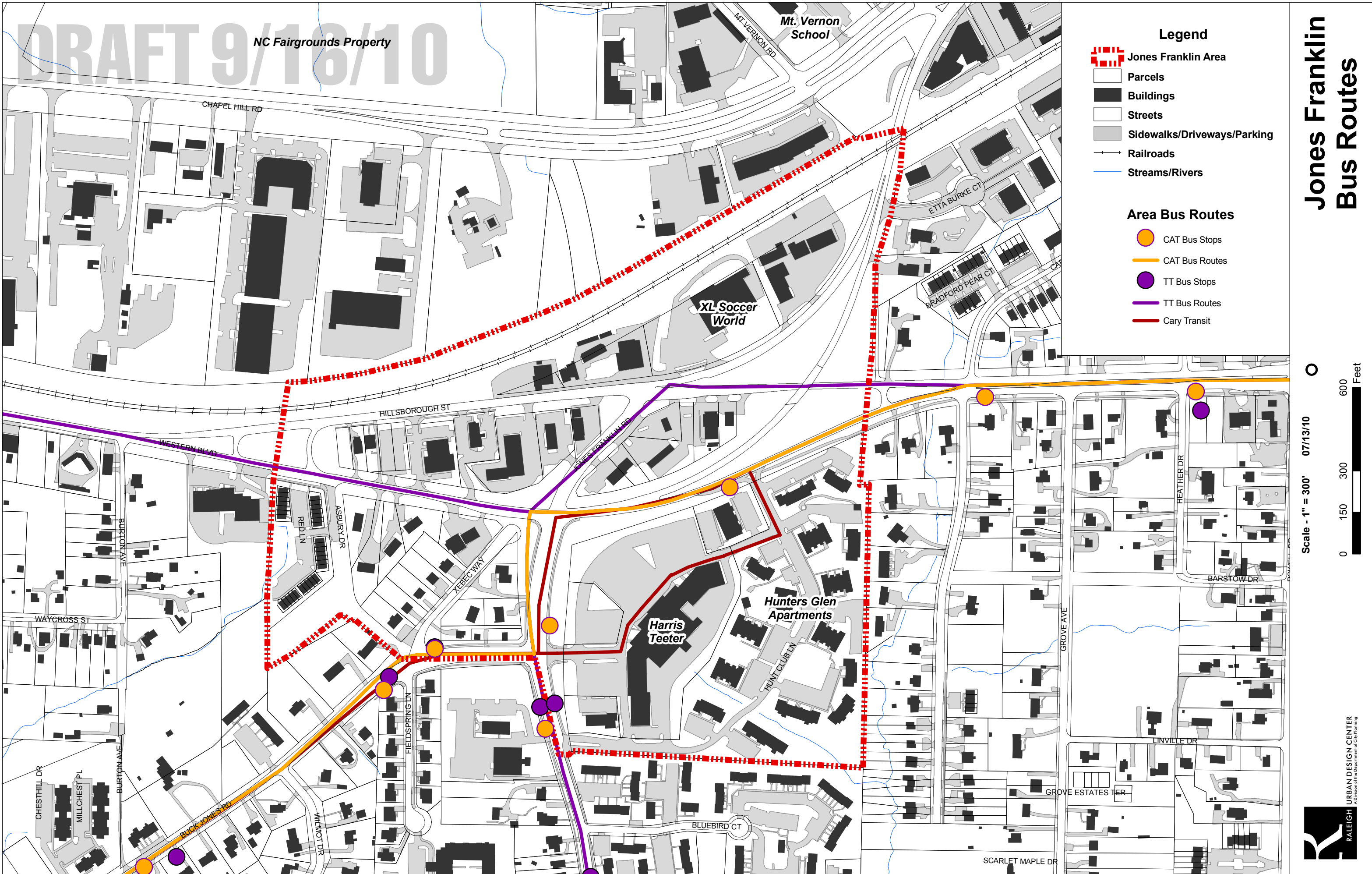
**Jones Franklin**  
**2006 Aerial Photo**

Scale - 1" = 300'    07/13/10

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NC Fairgrounds Property

### Legend

- Jones Franklin Area
- Parcels
- Buildings
- Streets
- Sidewalks/Driveways/Parking
- Railroads
- Streams/Rivers

### Area Bus Routes

- CAT Bus Stops
- CAT Bus Routes
- TT Bus Stops
- TT Bus Routes
- Cary Transit

## Jones Franklin Bus Routes

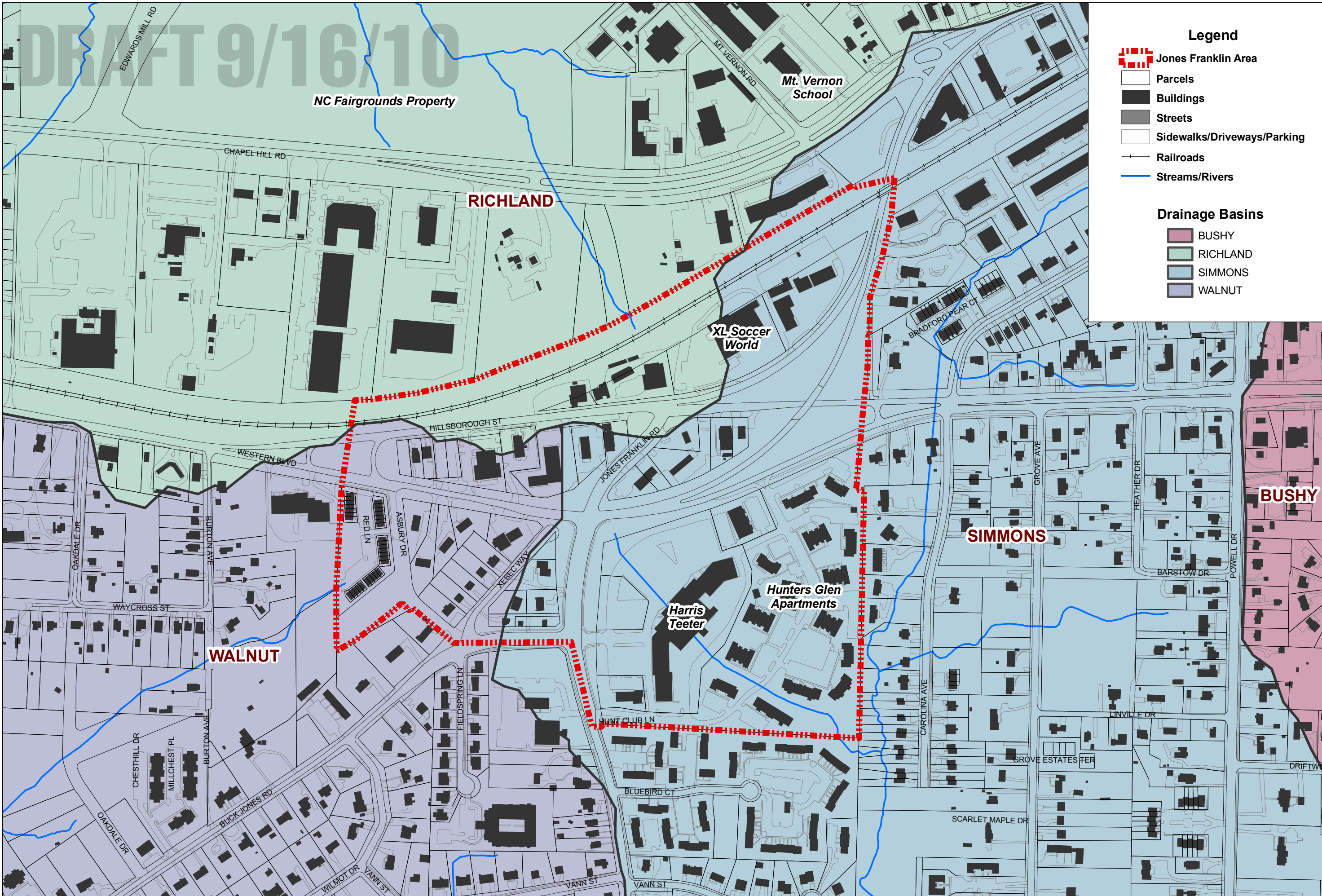
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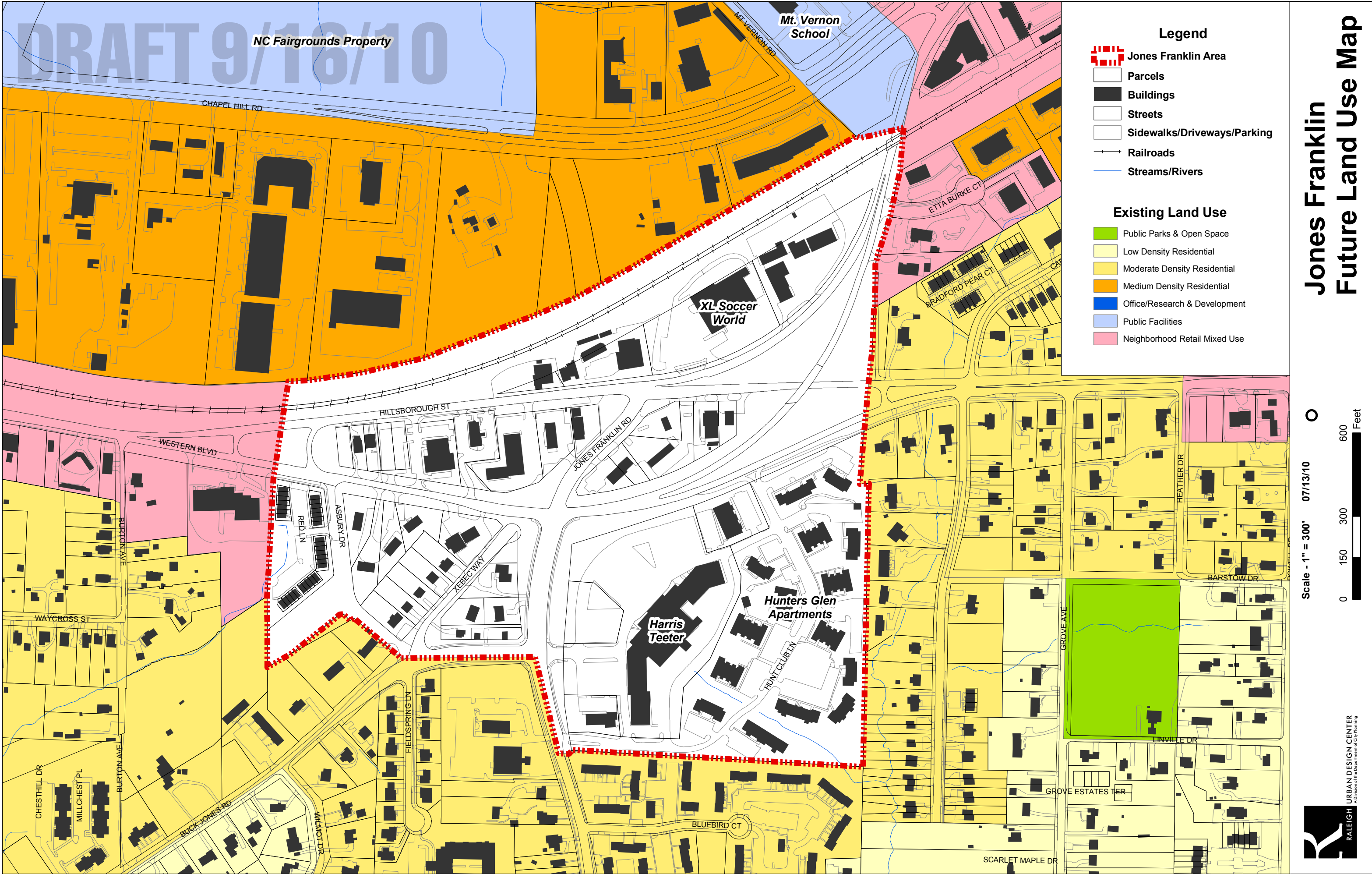












NC Fairgrounds Property

Mt. Vernon  
School

XL Soccer  
World

Harris  
Teeter

Hunters Glen  
Apartments

### Legend

- Jones Franklin Area
- Parcels
- Buildings
- Streets
- Sidewalks/Driveways/Parking
- Railroads
- Streams/Rivers

### Existing Land Use

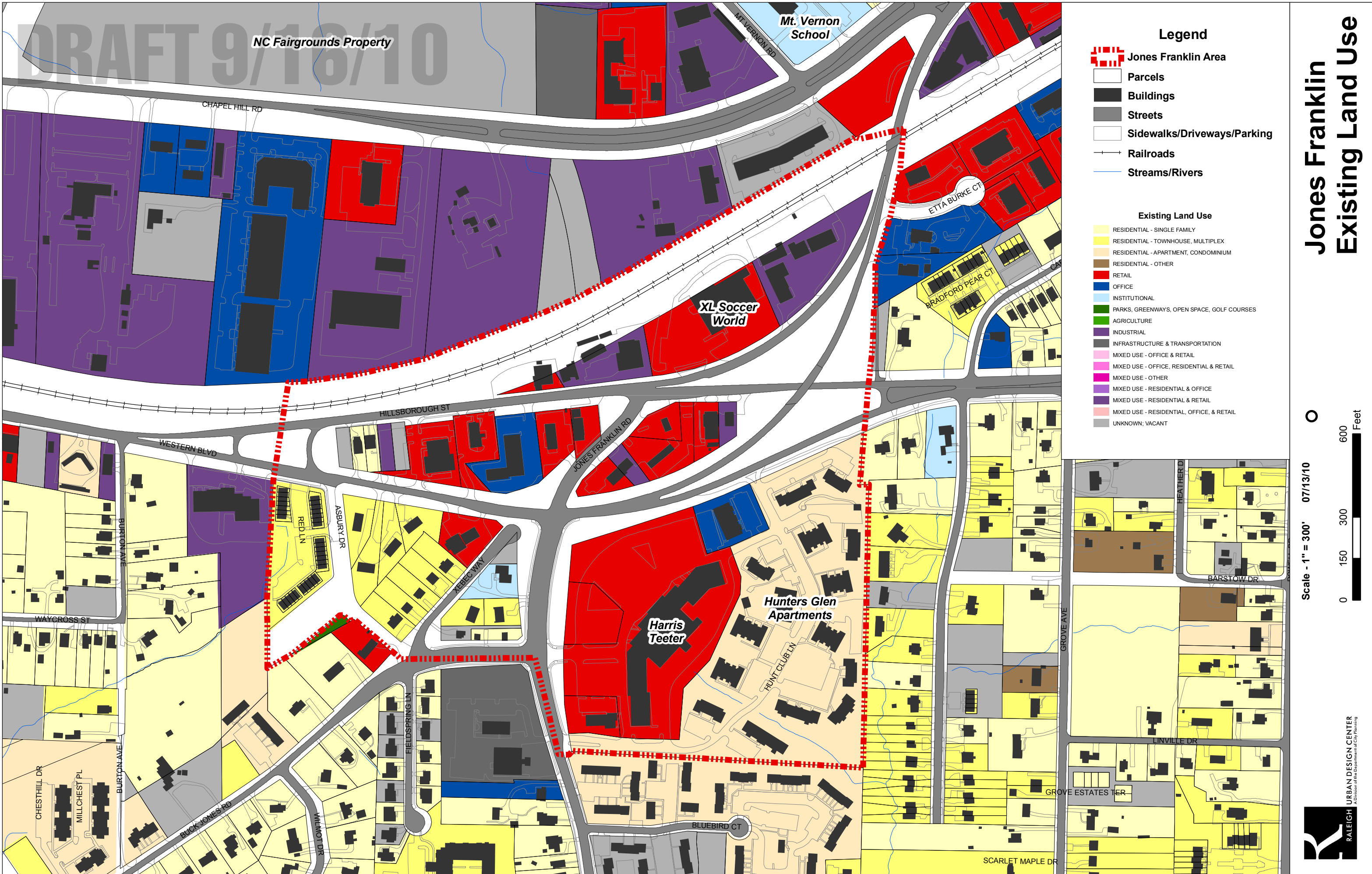
- Public Parks & Open Space
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- Office/Research & Development
- Public Facilities
- Neighborhood Retail Mixed Use

# Jones Franklin Future Land Use Map

Scale - 1" = 300'    07/13/10

0    150    300    600    Feet









NC Fairgrounds Property

Mt. Vernon School

XL Soccer World

Harris Teeter

Hunters Glen Apartments

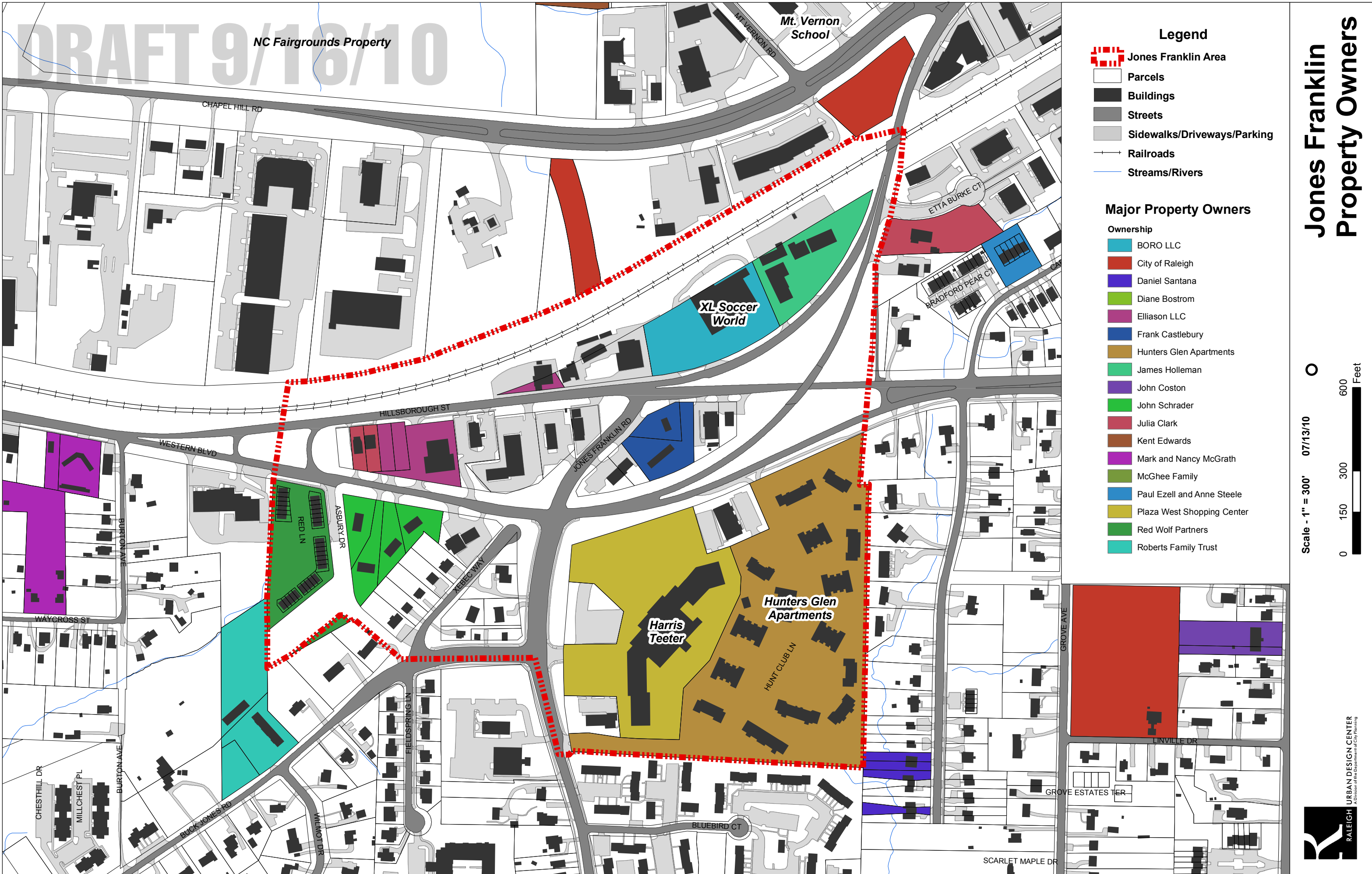
### Legend

- Jones Franklin Area
- Parcels
- Buildings
- Streets
- Sidewalks/Driveways/Parking
- Railroads
- Streams/Rivers
- Bodies of Water

## Jones Franklin Planimetric

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NC Fairgrounds Property

### Legend

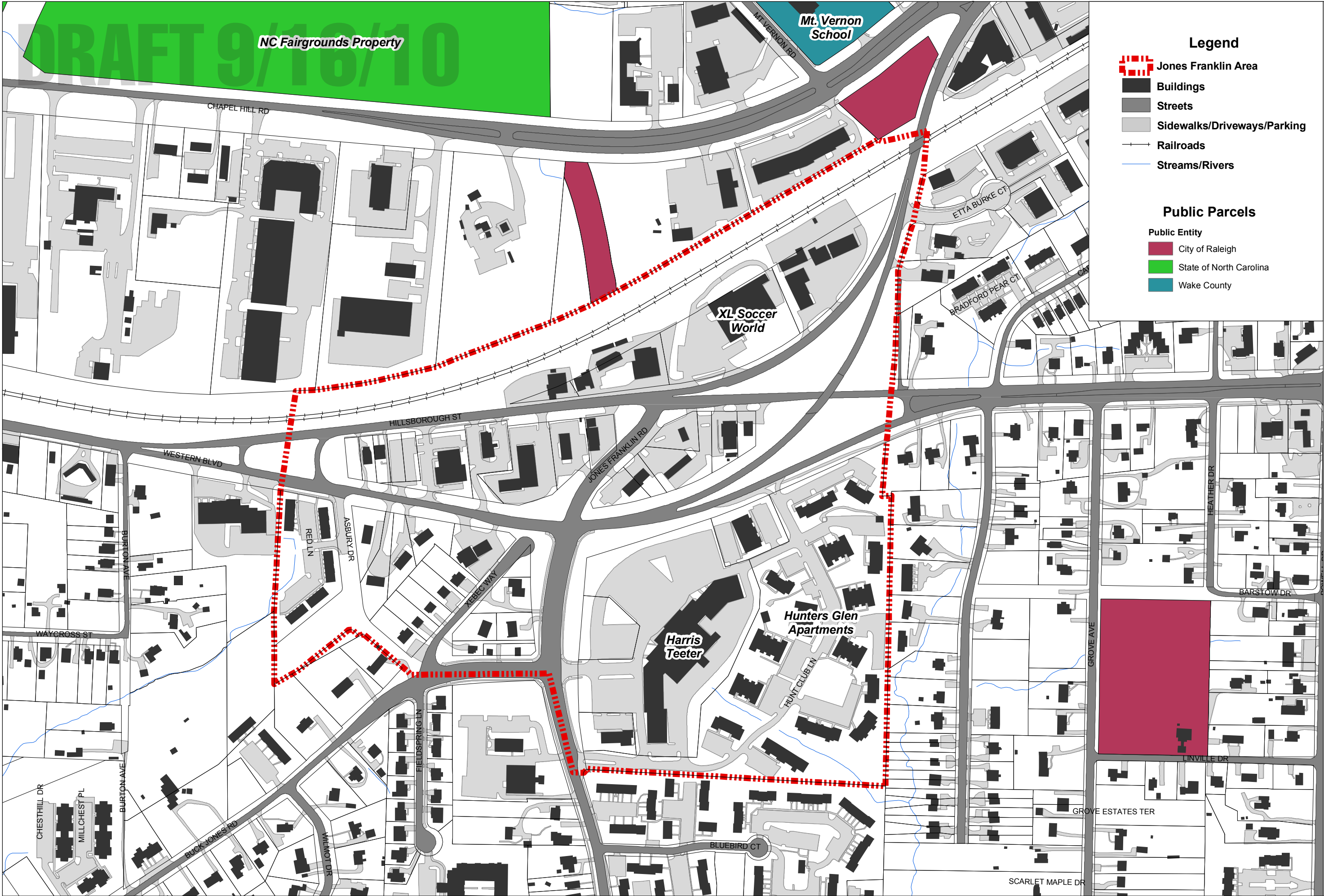
- Jones Franklin Area
- Parcels
- Buildings
- Streets
- Sidewalks/Driveways/Parking
- Railroads
- Streams/Rivers
- Bodies of Water

## Jones Franklin NCDOT Alignment

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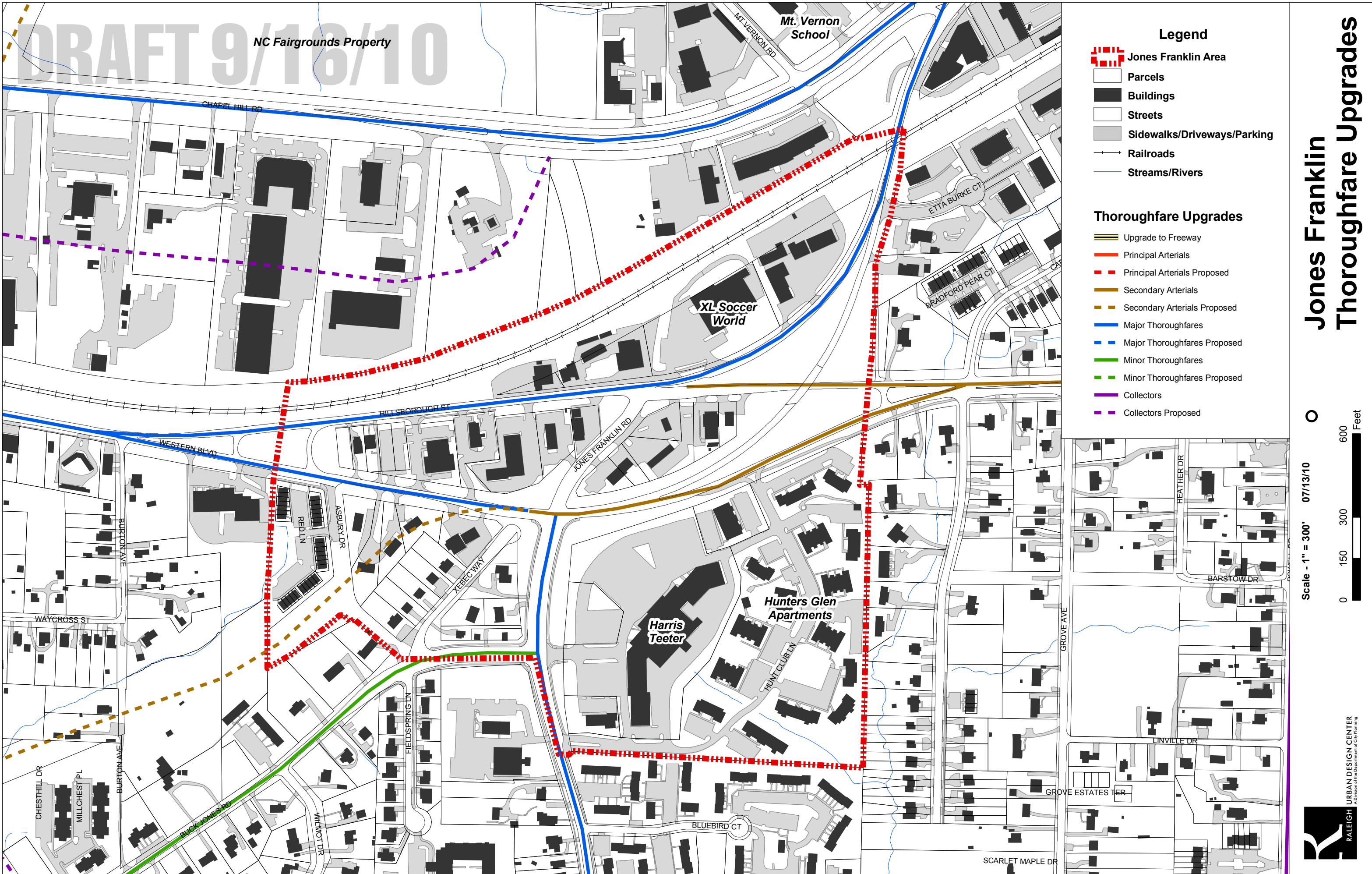


# Jones Franklin Public Parcels

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**Legend**

- Jones Franklin Area
- Parcels
- Buildings
- Streets
- Railroads
- Streams/Rivers
- 2' Topography Lines

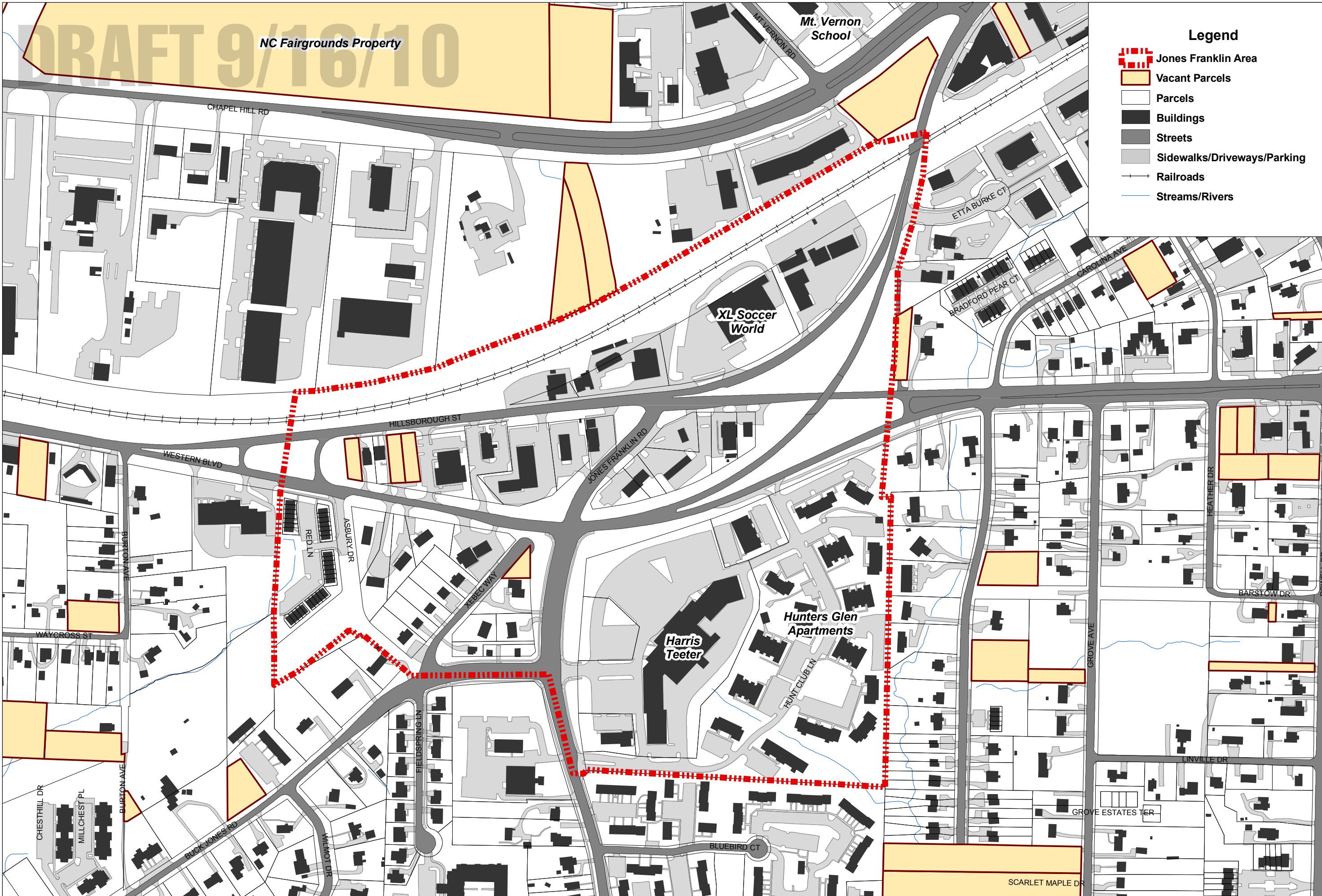
**Jones Franklin  
Topography**

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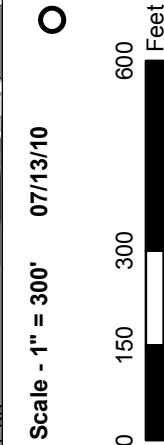
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- Legend**
- Jones Franklin Area
  - Vacant Parcels
  - Parcels
  - Buildings
  - Streets
  - Sidewalks/Driveways/Parking
  - Railroads
  - Streams/Rivers

# Jones Franklin Vacant Parcels



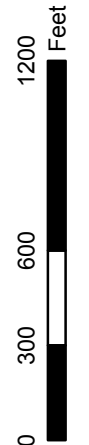


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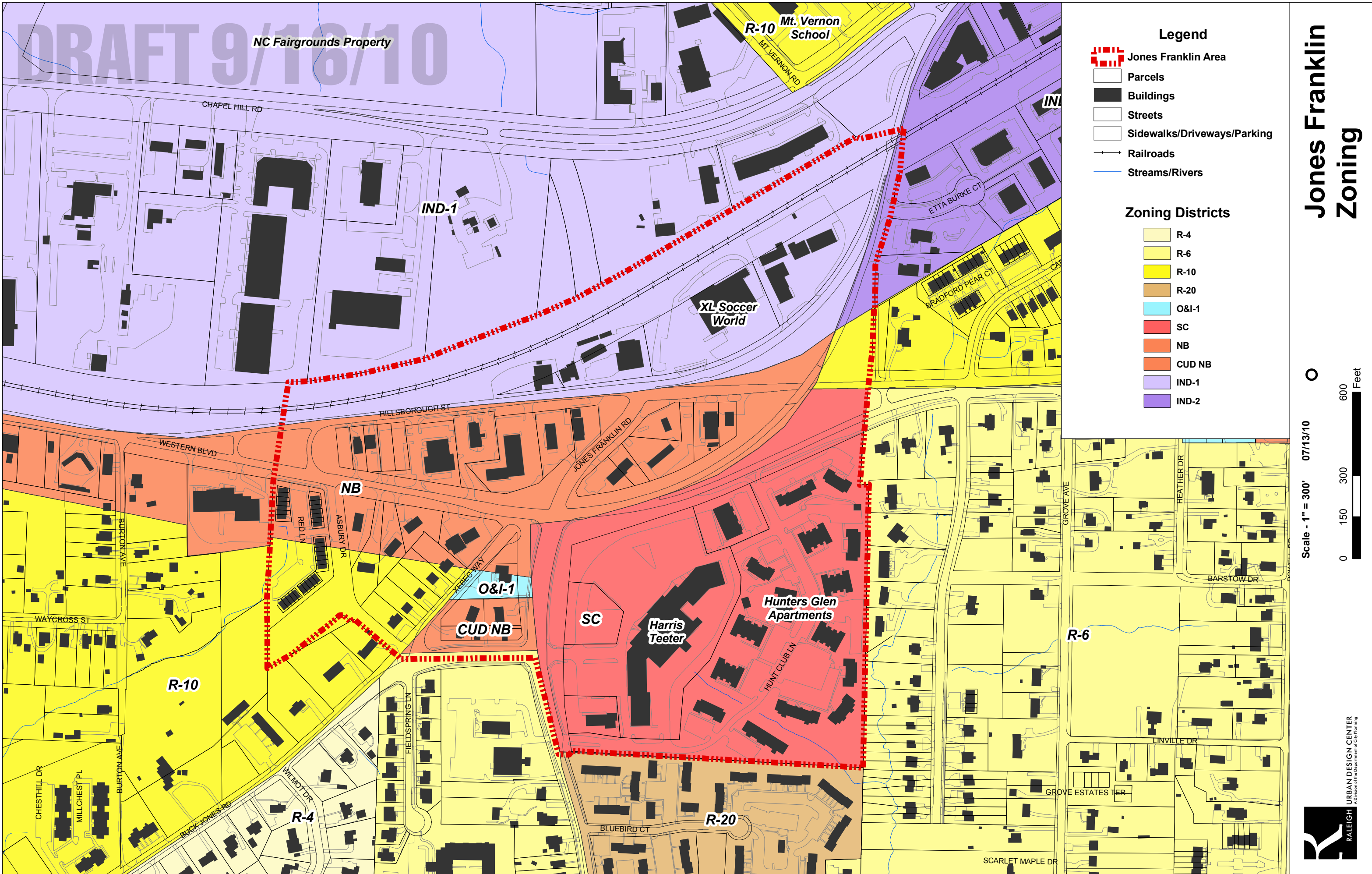
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R-4

This is a *low density residential* district. The R-4 District is Raleigh’s most common zoning district. It is a residential district with a minimum lot size of a quarter of an acre. Residential development is generally limited to a *single family detached dwellings* unless the development is 20 acres or more. In that case *multifamily development* or a cluster unit development is permitted, so long as the development is at least 20 acres and the density is 4 units per acre or less.

Residential Density: 4 dwelling units per acre		
Minimum Lot Requirements: (Residential uses)	Lot Area	10,890 square feet
	Lot Width	65 feet
	Corner Lot Width	80 feet
	Lot Depth	100 feet
Minimum Setback Requirements:	Front Yard	20 feet for block faces platted after Oct. 3, 1989 30 feet for block faces platted before Oct. 3, 1989
	Side Yard	10 feet
	Corner Lot Side Yard	20 feet
	Rear Yard	30 feet
Maximum Height: Determined by lot depth and building setback. Maximum setback height is 40 feet. Please see illustration on page 102.		
Allowable Ground Sign: (freestanding sign) Tract identification sign		
Common Uses: Single-family detached residences on individual lots Residential institutions (place of worship, school, day care, fire station) Civic clubs		
Other allowable uses include but are not limited to:	Cluster unit development for tracts greater than 20 acres in size	
	Public park	
	Public water and sewage treatment plant	
	Utility services and substation	
	Cemetery	
Allowable uses requiring a special use permit:	Day care/special care facility (child or adult)	
	Private golf course	
	Private schools	
	Riding stable	
	Outdoor theater with more than 250 seats	
	Telecommunication tower.	

R-6

This is a *low density* district with a minimum lot size of one sixth of an acre. The R-6 District allows for slightly higher densities than R-4 District. This zoning district is found inside the Beltline, where it was applied to older neighborhoods with lots slightly smaller than the one quarter acre minimum of R-4 District. This district permits *multifamily development* on single lots.

Residential Density: 6 dwelling units per acre		
Minimum Lot Requirements: (Residential uses)	Lot Area	7,260 square feet
	Lot Width	50 feet
	Corner Lot Width	65 feet
	Lot Depth	80 feet
Minimum Setback Requirements:	Front Yard	10 feet for block faces platted after Oct. 3, 1989 20 feet for block faces platted before Oct. 3, 1989
	Side Yard	5 feet
	Aggreate Side Yard	15 feet
	Corner Lot Side Yard	20 feet
	Rear Yard	30 feet
Maximum Height: Determined by lot depth and building setback. Maximum setback height is 40 feet. Please see illustration on page 102.		
Allowable Ground Sign: (freestanding sign) Tract identification sign		
Common Uses: Single-family detached residences on individual lots Duplexes, apartments, townhomes Residential institutions (place of worship, school, day care, fire station) Civic clubs		
Other allowable uses include but are not limited to:	Cluster unit development for tracts greater than 10 acres in size	
	Multifamily and group housing developments	
	Congregate care facilities and rest homes (elder care housing)	
	Public park	
	Public water and sewage treatment plant	
	Utility services and substation	
	Cemetery	
	Supportive housing residence (Americans with Disabilities Act)	
Allowable uses requiring a special use permit:	Day care/special care facility (child or adult)	
	Private schools	
	Private golf course	
	Outdoor theater with more than 250 seats	
	Telecommunication tower	



R-10

This is a *medium density* district that permits ten dwellings per acre. In newer parts of Raleigh this zoning district is used for *townhouses*, *apartments* and *condominiums*. *Medium density residential* districts such as R-10 are often found along major streets and adjacent to *commercial areas*. The R-10 District is also found in some older single family neighborhoods with small lots. The minimum lot size is 5,000 square feet. This district permits *multifamily dwellings* on single lots.

<b>Residential Density:</b>	10 dwelling units per acre	
<b>Minimum Lot Requirements: (Residential uses)</b>	Lot Area	5,000 square feet
	Lot Width	45 feet
	Corner Lot Width	60 feet
	Lot Depth	70 feet
<b>Minimum Setback Requirements:</b>	Front Yard	10 feet for block faces platted after Oct. 3, 1989 20 feet for block faces platted before Oct. 3, 1989
	Side Yard	5 feet
	Aggreate Side Yard	15 feet
	Corner Lot Side Yard	20 feet
	Rear Yard	20 feet
<b>Maximum Height:</b>	Determined by lot depth and building setback. Maximum setback height is 40 feet. Please see illustration on page 102.	
<b>Allowable Ground Sign: (freestanding sign)</b>	<i>Tract identification sign</i>	
<b>Common Uses:</b>	<i>Single-family detached residences</i> on individual lots	
	<i>Apartments, townhomes</i>	
	<i>Residential institutions</i> (place of worship, school, day care, fire station)	
	Civic clubs	
<b>Other allowable uses include but are not limited to:</b>	<i>Cluster unit development</i> for tracts greater than 10 acres in size, minimum lot size may be reduced by 40%, multifamily housing is permitted and setbacks reduced in exchange for setting aside permanent open space elsewhere on the site. However, overall density may not be increased. <i>Condominiums</i> <i>Congregate care facilities</i> and rest homes (elder care housing) Public park Public water and sewage treatment plant Utility services and substation Cemetery <i>Supportive housing residence (Americans with Disabilities Act)</i>	

<b>Allowable uses requiring a special use permit:</b>	Bed & breakfast inn Day care/special care facility (child or adult) Private golf course Private schools Outdoor theater with more than 250 seats Rooming house Telecommunication tower
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R-20

This is a *high density* district which permits *apartment* and *condominium* development at 20 units per acre. Higher density residential districts are often located on major streets, adjacent to *commercial areas* and North Carolina State University. *Fraternities* and *sororities* are permitted in this district. This district allows *multifamily dwellings* on single lots.

<b>Residential Density:</b>	20 dwelling units per acre	
<b>Minimum Lot Requirements: (Residential uses)</b>	Lot Area	5,000 square feet
	Lot Width	45 feet
	Corner Lot Width	60 feet
	Lot Depth	70 feet
<b>Minimum Setback Requirements:</b>	Front Yard	10 feet for block faces platted after Oct. 3, 1989 20 feet for block faces platted before Oct. 3, 1989
	Side Yard	5 feet
	Aggreate Side Yard	15 feet
	Corner Lot Side Yard	20 feet
	Rear Yard	20 feet
<b>Maximum Height:</b>	Determined by lot depth and building setback. Maximum setback height is 40 feet. Please see illustration on page 102.	
<b>Allowable Ground Sign: (freestanding sign)</b>	<i>Tract identification sign</i>	
<b>Common Uses:</b>	<i>Apartments, townhomes, condominiums</i>	
	<i>Residential institutions</i> (place of worship, school, day care, fire station)	
	Civic clubs	
	Fraternities / sororities	
<b>Other allowable uses include but are not limited to:</b>	<i>Cluster unit development</i> for tracts greater than 10 acres in size Single family detached residences on individual lots <i>Congregate care facilities</i> and rest homes (elder care housing) Public park Public water and sewage treatment plant Utility services and substation Cemetery <i>Supportive housing residence (Americans with Disabilities Act)</i>	

<b>Allowable uses requiring a special use permit:</b>	Bed & breakfast inn Day care / special care facility (child or adult) Private golf course Private schools Outdoor theater with more than 250 seats Rooming house Telecommunication tower
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O&I-1

This *mixed-use* district is intended for office and institutional use. Suburban office parks and *medium to high density residential* uses are typical of this district. Various aspects of building intensity are regulated.

<b>Residential Density:</b>	15 dwelling units per acre, 15-25 units per acre with approval by the Planning Commission	
<b>Minimum Lot Requirements: (Residential uses)</b>	Lot Area	5,000 square feet
	Lot Width	45 feet
	Corner Lot Width	60 feet
	Lot Depth	70 feet
<b>Minimum Lot Requirements: (Non-residential uses)</b>	No minimum lot area requirements for nonresidential uses	
<b>Minimum Setback Requirements: (Non-residential uses)</b>	Front Yard	30 feet
	Side Yard	5 feet
	Corner Lot Side Yard	5 feet
	Rear Yard	5 feet
	Aggregate Front/Rear	20 feet
<b>Minimum Setback Requirements: (Residential uses)</b>	Front Yard	10 feet for block faces platted after Oct. 3, 1989 20 feet for block faces platted before Oct. 3, 1989
	Side Yard	5 feet
	Aggregate side yards	10 feet
	Corner Lot Side Yard	20 feet
	Rear Yard	20 feet
<b>Maximum Height:</b>	Determined by lot depth and building setback. Maximum setback height is 40 feet. Please see illustration on page 102.	
<b>Allowable Ground Sign: (freestanding sign)</b>	<i>Low profile sign</i>	
<b>Common Uses:</b>	<i>Multifamily</i> and <i>group housing</i> developments Office buildings (maximum 0.75 <i>floor/area ratio</i> ) <i>Congregate care facilities</i> and rest homes Banks, health clubs Hospital Funeral homes Parking lots	
<b>Other allowable uses include but are not limited to:</b>	<i>Single family residences</i> and <i>cluster unit development</i> (for tracts greater than 10 acres in size) <i>Residential institutions</i> (school, day care, place of worship, fire station) Beauty shops Veterinary hospital Parks, libraries, museums Public water and sewage treatment plan	
<b>Allowable uses requiring a special use permit:</b>	Bed & breakfast inn Rooming house Specialized manufacturing Governmental prison Outdoor theater with more than 250 seats	

NB

This district is intended for neighborhood-scale *retail* in close proximity to residential development. Typical locations for the NB District are on the corner of a major intersection, on sites less than 10 acres or near the entrance of large residential developments.

<b>Residential Density:</b>	10 dwelling units per acre	
<b>Minimum Lot Requirements: (Residential uses)</b>	Lot Area	5,000 square feet
	Lot Width	45 feet
	Corner Lot Width	60 feet
	Lot Depth	70 feet
<b>Minimum Lot Requirements: (Non-residential uses)</b>	No minimum lot area requirements for nonresidential uses	
<b>Minimum Setback Requirements: (Non-residential uses)</b>	Front Yard	30 feet
	Side Yard	0 feet
	Corner Lot Side Yard	½ depth of adjacent lot, not less than 10 feet
	Rear Yard	0 feet
<b>Minimum Setback Requirements: (Residential uses)</b>	Front Yard	10 feet for block faces platted after Oct. 3, 1989 20 feet for block faces platted before Oct. 3, 1989
	Side Yard	5 feet
	Aggregate side yards	10 feet
	Corner Lot Side Yard	20 feet
	Rear Yard	20 feet
<b>Maximum Height:</b>	Determined by lot depth and building setback. Maximum setback height is 40 feet. Please see illustration on page 102.	
<b>Allowable Ground Sign: (freestanding sign)</b>	<i>High profile ground sign</i> with adequate street frontage and greater than 30 foot building setback	
<b>Common Uses:</b>	Convenience retail, food store, Restaurant Auto service/repair, gasoline sales, carwash Bars, nightclub, tavern, lounge Bank, post office	
<b>Other allowable uses include but are not limited to:</b>	Residential and <i>residential institutions</i> Professional/medical/financial offices Commercial parking lot Mini-warehouse storage (greater than 2 acres) Auto sales/rental Hotel and motel Movie theater Department discount and home improvement stores	
<b>Allowable uses requiring a special use permit:</b>	Adult establishment Kennel Riding stable Governmental prison Outdoor theater with more than 250 seats	



<div>SC</div>		This is the most flexible of Raleigh's zoning districts, with the exception of the Planned Development Conditional Use Overlay District. <i>Mixed uses</i> are allowed and encouraged. The scale of development in the Shopping Center district is larger and more intense than permitted in other retail-oriented districts. The setback and height regulations for the SC district are relatively permissive. Residential uses up to 30 dwellings per acre, office and retail uses are permitted on the same lot.
<b>Residential Density:</b>	15 dwelling units per acre 15-30 units per acre with approval by the Planning Commission	
<b>Minimum Lot Requirements: (Residential uses)</b>	Lot Area	5,000 square feet
	Lot Width	45 feet
	Corner Lot Width	60 feet
	Lot Depth	70 feet
<b>Minimum Lot Requirements: (Non-residential uses)</b>	No minimum lot area requirements for nonresidential uses	
<b>Minimum Setback Requirements: (Non-residential uses)</b>	Front Yard	15 feet
	Side Yard	0 feet
	Corner Lot Side Yard	15 feet
	Rear Yard	0 feet
	Aggregate Front/Rear	30 feet
	Planning Commission and Council may approve reduced setbacks.	
<b>Minimum Setback Requirements: (Residential uses)</b>	Front Yard	10 feet for block faces platted after Oct. 3, 1989 20 feet for block faces platted before Oct. 3, 1989
	Side Yard	5 feet
	Aggregate side yards	10 feet
	Corner Lot Side Yard	20 feet
	Rear Yard	20 feet
<b>Maximum Height:</b>	Determined by lot depth and building setback. Maximum setback height is 50 feet. Please see illustration on page 102.	
<b>Allowable Ground Sign: (freestanding sign)</b>	<i>High profile ground sign</i> with adequate street frontage and greater than 30 foot building setback	
<b>Common Uses:</b>	Convenience retail, food store Restaurant, movie theater Auto service/repair, gasoline sales, carwash Department, discount and home improvement stores Bars, nightclub, tavern, lounge Bank, post office Professional/medical/financial offices	
<b>Other allowable uses include but are not limited to:</b>	Residential and <i>residential institutions</i> Commercial parking lot Mini-warehouse storage (greater than 2 acres) Auto sales/rental Hotel and motel Health club	
<b>Allowable uses requiring a special use permit:</b>	Adult establishment Kennel Riding stable Governmental prison Outdoor theater with more than 250 seats	

I-1		Of the two industrial zoning districts, this category is more suburban, with 50 foot building setbacks required. A typical application of this district is a suburban industrial park, though I-1 land has been developed for <i>retail</i> uses when located adjacent to high-traffic roadways.
<b>Residential Density:</b>	Residences are prohibited.	
<b>Minimum Lot Requirements:</b>	No minimum lot requirements	
<b>Minimum Setback Requirements:</b>	Front Yard, Side Yard or Rear Yard fronting a public street 50 feet Side Yard 0 feet Aggregate Side Yards 40 feet Rear Yard 0 feet Aggregate Front/Rear Yards 70 feet	
<b>Maximum Height:</b>	Determined by lot depth and building setback. Maximum setback height is 50 feet. Please see illustration on page 102.	
<b>Allowable Ground Sign: (freestanding sign)</b>	<i>High profile ground sign</i> with adequate street frontage	
<b>Common Uses:</b>	Warehousing and distribution, wholesaling Auto service/repair, gasoline sales, carwashes, auto sales/rental Department, discount and home improvement store Shopping centers/areas Outdoor storage yards, billboards, manufacturing and industrial uses, excluding caustic agents made from animal fats, firework or explosives, paints requiring distillation or heating of ingredients, phosphates, turpentine and vinegar (not causing noxious or offensive dust, fumes, gas, noise, odor, smoke or vibration that substantially interferes with other lawful uses)	
<b>Other allowable uses include but are not limited to:</b>	<i>Residential institutions</i> Watchman/caretaker residence Professional/medical/financial office Convenience retail Restaurant Hotel Beauty shop Pawn shop Bank Health club Post office Commercial parking Food store Movie theater Bar, nightclub, tavern, lounge	
<b>Allowable uses requiring a special use permit:</b>	Adult establishment Outdoor recycle center Storage yard for wrecked vehicles Prison Outdoor theater with more than 250 seats	